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24 FEBRUARY 1995 | ISSUE 295

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Break in at Marsham Street



Buses For All — Accessible Special Issue



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Front Cover:

One of Yorkshire Traction's latest acquisitions, an East Lancs bodied Scania L113CRL Flexci.

News

Mercedes-Kassbohrer deal approved

The European Commission has given the go-ahead for Mercedes Benz to acquire Kassbohrer, manufacturer of the Setra range of integral buses and coaches. There had been fears that the Commission would reject the deal because the combined group's market share is 57% of the German market.

Mercedes Benz had previously announced its intention to retain Kassbohrer's plants within a new company which will incorporate both the German and Turkish Mercedes plants. A further statement is expected from Stuttgart in the near future and Bus & Coach Buyer will publish details of this as soon as they are available.

Meanwhile, Kassbohrer UK Ltd, Kassbohrer's British subsidiary has announced that sales of its new S250 Special model are well on target with deliveries scheduled to start within the next two months.

KHCT routes recast

Kingston upon Hull City Transport is to recast its bus network with effect from Sunday 26 February, with additional journeys being introduced on many routes. In the first major changes since KHCT became a subsidiary of Stagecoach in November, frequencies are being increased on routes 3, 4, 8, 10, 11, 13, 14, and 27, while the 28X service has been extended. A new weekday evening service numbered 11A has been introduced between Bransholme and St Andrews Quay to tie in with showings at the UCI cinema.

Stephen Warnock-Smith, Traffic and Marketing Director, commented, 'The benefits of the Stagecoach takeover are just beginning to filter through for Hull's travelling public. Substantial investment will see new double and single deck vehicles on the streets of Hull, and we will soon be announcing a revolutionary new on-board ticketing system to start in April, where passengers will be able to buy a variety of multi-journey tickets from the driver without going into the city centre Network Shop.'

Marshall St break-in

Thieves broke into the Department of Transport's headquarters in Marshall Street on the night of Thursday 16 February, entering offices on a number of floors, including the one containing Secretary of State, Dr Brian Mawhinney's office. Around 50 personal computers were damaged and various parts were stolen.

It is not thought that any sensitive material was taken as the Department's policy is that all work should be locked away in security cabinets before staff leave at the end of each day, and none of these cabinets appeared to have been touched. Though some disruption was caused to services on the Friday while police conducted a thorough forensic investigation, normal working had resumed by the following Monday morning.

The police are looking at film taken by security cameras and the Department of Transport has mounted a full investigation into the break-in which is being conducted with the Department of the Environment who have responsibility for the Marshall St complex.

Spanish renewal

The Spanish Ministry of Industry and Energy has decided to revise part of its industrial renovation plan which was introduced last October, in order to make it easier for Spanish operators to replace ageing trucks, buses and coaches.

The plans aims to take out of circulation as many vehicles over 10 years old as possible. The revised scheme allows the export of usable vehicles to other countries but more importantly, extends the credit facilities open to operators wanting to buy new vehicles. The Ministry has arranged a line of credit with ICO (Instituto Oficial de Credito) to the value of up to 100,000 million pesetas (slightly under £500 million).

It is envisaged that around 10% of the total vehicle parc should be renewed as a result, and because buses and coaches tend to serve for longer than trucks, public transport stands to be the main beneficiary.

Plaxton's record year for deliveries

Plaxton Coach & Bus has announced that 1994 was a record year for sales of vehicles with almost 1100 delivered. The company claims that sales of Premiere coach bodies accounted for close to 50% of the total coach market compared with 32% the previous year. Production was up from eight to eleven a week for 1994 and is set to remain at this higher level throughout 1995. A significant factor in this growth was an increase in the number of small fleets specifying Plaxton.

Bus production also rose sharply with Scarborough manufacturing 396 of the 961 midibuses sold. The Pointer midi design should exceed its success of 1994 this year as production is set to rise to 12 a week. The 1000th example was delivered last Summer and Plaxton is predicting that the 2000th will be delivered late in 1995. Sales of the Beaver coachbuilt minibus design on the Mercedes chassis were also buoyant and a new dedicated production facility was created for it at Anston, freeing more space to build other models at Scarborough. The other main Plaxton bus product, the Verde single decker, sold 86 examples in 1994 and promises to considerably exceed this in 1995. Among recent orders for Verde is one from Go Ahead Group for 30.

MD, Neil Beresford commented, 'The 1990s have seen Plaxton make the successful transition from being totally dependent on coaches to becoming a key player in the bus market.' Sales and Marketing director, David Quainton, added, 'Operators of all types are now far more willing to invest in new vehicles. The result is that with our broadest ever product range we are now producing more vehicles for more customers. Plaxton products - Premiere, Pointer and Beaver - are clear market leaders in their respective sectors and with orders already in place Verde will be a very strong performer in 1995.'



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- ★ 1988 MERCEDES 507 WELFARE BUS

- ★ 1980 MERCEDES 508, 19 SEATER
- ★ 1988 TALBOT EXPRESS, 14 seater
- ★ 1984 IVECO, 14 seater
- ★ 1979 VOLVO B58, 57 seater Plaxton Supreme, PP, power door
- ★ 1976 BEDFORD, 45 seater, power door

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News

Mercedes Sprinter details

Mercedes has announced the Sprinter van range to replace both the T1 and MB100D ranges covering the GVW 2.5 to 4.6 tonnes sector of the market. With the new 208D to 414D family it hopes to increase its share of the Western European van market from 13% to 20%. DM1.4 billion has been invested in the development of the models. The UK launch will take place in May.

Mercedes vans and chassis cowlings have long been popular for PCV applications and the company's announcement that, 'Sprinter's effective prices are much on the same level as those of the major competitor in the corresponding van segment,' suggests that its price/value strategy could have some real benefits for operators. Specifications have been increased and now include power steering, disc brakes on all four wheels and ABS

as standard. Mercedes also claim that fuel consumption has been reduced by up to 15% and maintenance and repair costs per kilometre halved.

Nine basic models between 2.5 and 4.6 tonnes are offered with wheelbase lengths of 3000mm, 3550mm and 4025mm. Two diesel engine options provide a choice of 58kW or 90kW and there is also a 2.3 litre 105kW petrol unit. Gearbox options are a new five speed manual or the existing four speed automatic on the petrol and the larger of the diesels. Eight different rear axle ratios will be offered.

John Fox leaves Marshall

John Fox, Director of Operations, Bus Division at Marshall of Cambridge has left the company to concentrate on external business consultancy commitments, having successfully re-established Marshall in the bus market. In a statement, the Marshall Board of Directors thanked him for his contribution and wished him every success for the future.

To ensure continuity, John Myers has been promoted to the position of Sales/Engineering Director of Marshall Bus with immediate effect.

National Express in airport bid

National Express Group plc has made a £7,126,000 bid to acquire the whole of the issued share capital of Bournemouth International Airport plc from Bournemouth Borough Council and Dorset County Council, upon whose approval the offer is conditional. Officers of both Councils are recommending the sale and it is anticipated that completion will take place on 3 April 1995. National Express Group already owns East Midlands Airport which it bought in 1993.

CPT Western Region Annual Dinner & Dance

The Western Region of CPT is to hold its annual dinner & dance at the Langstone Cliff Hotel, Dawlish on Saturday 8 April 1995. Prior to the event there will be a trade show in

the hotel grounds between 11.00 and 16.45 which will be followed by the regional AGM at 17.00.

Tickets for the dinner & dance cost £25.00 each. Con-

tact R.C.Anderson, Regional Secretary, 'Southdown', Smokey Cross, Haytor, Newton Abbot, Devon. TQ13 9XU. Telephone 0364 661365. Some overnight accommodation has been reserved at the hotel at the preferential rate of £22.50 each in a shared twin room and £27.50 single. For hotel bookings telephone 0626 865155.



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1988 E VOLVO B10M PLAXTON PARAMOUNT 3200, new retrimmed, 57 fixed seats, pannier lockers, POD, radio/PA, low mileage **£58,500**

1988 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 reclining seats, courier seat, pannier lockers, POD, radio/PA **£58,500**

1986 VOLVO B10M PLAXTON PARAMOUNT 3500, low driver, 49 reclining seats, courier seat, centre demount sunken toilet, double glazed, air cond, drinks machine, aircraft lockers, PA **£58,500**

1985 Sept C VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining retrimmed seats, plus courier, double glazing, Webasto, curtains, provision for centre toilet/continental door, repainted white, exceptional **£55,000**

1983 PP VOLVO B10M BERKHOF EVEREST, 49 retrimmed vogel seats, courier, rear sunken toilet, bunks, drinks, Telma, splitter, radio/PA/TV, video, mint, must be seen **£32,500**

1983 PP VOLVO B10M JONCKHEERE P90, 59 reclining seats, toilet, radio/PA **£27,500**

1981 VOLVO B58 DUPLÉ DOMINANT IV, 57 seater, double glazing, POD, rad/PA, new test **£12,000**

1981 VOLVO B10M DUPLÉ DOMINANT IV, 50 reclining seats, d/glazed, Telma, POD, radio/PA **£16,500**

1980 VOLVO B58 VAN HOOL ALIZEE, 52 seater, radio/PA, POD, immaculate **£18,000**

OTHERS

1990 KASSBOHRER SETRA 215 HD, Mercedes V8, 49 reclining seats, courier, retarder, bunk, boiler, fridge, TV, video **£88,500**

1989 F DAF SB2300 CAETANO ALGARVE, 53 reclining seats, courier seat, rear continental door, radio/PA, cassette, new test **£49,500**

1988 LEYLAND TIGER CUMMINS L10 PLAXTON PARAMOUNT 3500, 44 reclining seats, courier seat, rear sunken toilet, servery including fridge, boiler, optics, wardrobe, wired for TV/video, curtains, d/glazed, manual with Telma, mint **£52,500**

1988 DEC CHARISMA SANOS, Mercedes engine and gearbox, 49 reclining seats, courier seat, centre sunken toilet, air conditioning, radio/PA/TV **£35,000**

1987 VAN HOOL ASTROMEGA, 73 reclining seats, 2 crew, toilet, servery, reconditioned MAN 360 engine, retarder **£70,000**

1986 PP NEOPLAN PLAXTON 4000 DOUBLE DECKER, 71 retrimmed reclining seats, courier seat, servery, toilet, Cummins 350 BHP engine, new ZF auto transmission, repanelled and repainted white **£52,500**

1983 LEYLAND TIGER DUPLÉ CARIBBEAN, 49 reclining seats, semi auto, rear toilet, hydracyclic gearbox, PA **£17,500**

1979 AEC 760 DUPLÉ DOMINANT EXPRESS, semi-auto, 53 seater, good for year **£3,500**

1978 BEDFORD YMT SUPREME EXPRESS, 53 retrimmed seats, POD, Aug test, good clean vehicle **£4,500**

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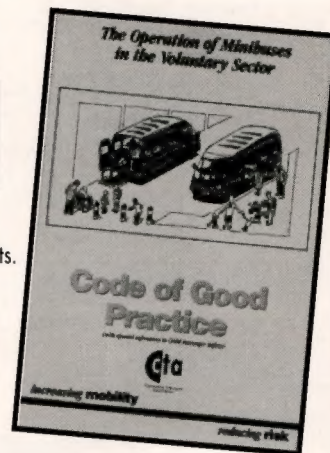
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Buses For All - Introduction

An accessible future is there if we can fund it

Since the last edition of B&CB's Buses For All in August 1994, there have been some important milestones reached in the development of accessible public transport. Some of this progress has been because the first round of lowfloor bus orders has been completed and a number of communities are benefitting from their operation.

Thanks to the forward thinking attitude of Essex County Council, a greater spread of lowfloor availability has been achieved than was allowed from the initial Government grant. This saw London Buses get the lion's share of 68 vehicles and the rest, a somewhat less impressive four, being allocated to Go-Ahead Group's Coastline operation. The assistance provided by Essex, some £260,000, has enabled County Bus & Coach, Southend Transport and Heddingham Omnibus to enter the lowfloor market. London & Country has benefitted to the tune of four Wright Pathfinder bodied SLFs from similar topping up funding from Surrey CC. Unfortunately it appears that Councils will be prevented from using Package Funds for topping up low floor bus purchases in future as the Government apparently believes that it would discourage manufacturers reducing the cost of low floor buses.

Elsewhere, lowfloors have been introduced because of contract conditions, as with Stagecoach's East Kent Park & Ride in Canterbury, or because they fit the style of operation, as with the 30 ordered by BAA for tarmac transfers at major airports. Quite independently, Greater Manchester Buses North has begun operating a fleet of Volvo B10Bs with Wright



European regulations threaten the minibus as we know it. Thorpes operate this Mercedes on LT's Stationlink service.

Endurance bodies. While these look like lowfloor Pathfinder 320s to many people, and even carry markings similar to London's Pathfinders, the B10B can not be construed as a lowfloor bus. They do have a kneeling capability which will ease access for some passengers but they would not be regarded as low floor vehicles by most operators, and marketing them as such could easily undermine public percep-

tion of the low floor concept.

True lowfloor purchases are now in a state of limbo and while operators talk of wanting to operate 'fleets' of lowfloors, few concrete orders have been announced. Tayside Buses, the Scottish municipal operator in Dundee remains the only operator to have stumped up the full purchase price for such a bus for use on commercial services alongside conventional vehicles. Ulsterbus is conducting lowfloor trials in Belfast to evaluate the need for such services but was fortunate enough to find a secondhand example in the shape of the Neoplan N4014 which was the precursor to MTL's fleet of N4016s.

Has the argument for lowfloor diminished to where the industry is happy to turn its back on progress, or is it waiting to see which way to jump? Currently there seem to be two choices, wait until some more cash is made available from a benevolent authority, or wait until legislation dictates that all new purchases have to be lowfloor, at least for urban bus operation.



One of ten low floor buses for which Essex subsidised the extra cost compared with a conventional bus.



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Buses For All - Introduction

Manufacturers once claimed that the inflated price of lowfloor technology would reduce once the vehicles began to flow into circulation. This is fair comment as natural competition between the manufacturers would seek to keep prices low. However, waiting around too long looks like bringing in a Government initiated Euro-directive which will insist that all new purchases are lowfloor where possible. Should the operator be forced to buy lowfloor then it would be less likely that manufacturers would be in haste to sharpen their pencils and operational costs could easily soar.

The Government has made it clear that there will be no more public funds made available for lowfloor buses as it believes that the case for their introduction has been made. How much more support will be forthcoming from other sources could now be dependent on feedback from those operators now bringing them into service. Operators in Manchester will be able to take advantage of a £1.4m fund



One of GM Buses North's Supabuses which are less low than they might be outside the G-Mex Centre which will be the venue for Buses For All '95.

which has been allocated by the Greater Manchester Passenger Transport Executive from the proceeds of the sale of Greater Manchester Buses. The fund is to be divided with £800,000 earmarked for improving accessibility on the existing bus network and £600,000 for use as top-up funding to cover the difference between conventional and lowfloor purchase prices. GMPTC has also indicated that from 1997 all buses on subsidised services (except schools contracts) will have to comply with DiPTAC requirements.

One of the major concerns

for operators with minibuses in their fleets is the likely effect of new DiPTAC proposals and interference from the EC over gangway widths and seat spacings. The resultant de-seating required, if the recommendations become law, will make vehicles less economic to operate. Where trials have been run with vehicles adapted to the new standards, a DiPTAC committee member has said that passengers interviewed on the service preferred the new arrangements, but it is questionable whether the views of the increased numbers of standees were sought.

Most operators remain of the opinion that passengers not only prefer to be seated, but are much safer whilst sat down. Legislators appear convinced that this is not the case and that the UK should be made to follow Europe with vast standee areas inside saloons and only limited numbers of seats. There is also a likelihood that minibuses may have to have seat belts installed, a move likely to be followed by compulsion to wear, which would lead to even further public dissatisfaction with minibus services.

Lowfloor buses are a way forward and should be welcomed. Improved access is not only desirable, it is essential, but it must not be forgotten that the more conventional bus still has a role to play. There are a number of low-frame designs around which offer very good access and as far as encumbered or less able passengers are concerned, it is a flat floor inside that is important. The entrance steps can cheaply and easily be replaced by a step-lift unit which will assist any less able bodied person aboard very quickly.

Too often the Government and pressure groups lobbying for low floor buses fail to see the limitations which are only too obvious to operators. And with Government forcing Authorities to cut spending across the country, the state of rural road maintenance is unlikely to improve. A bus or minibus with a ramp or lift is better than a low floor bus that cannot operate, and a bus with no extra features is better than no bus at all, as most rural dwellers will readily testify.

The cost of a lift equipped bus is a fraction of the extra



The Rural Development Commission has made grants to a variety of rural operations to encourage mobility. Most of the vehicles concerned are minibuses.

required for a lowfloor vehicle and further advantages come from its versatility. No infrastructure modifications are required for its operation. The bus can just as easily pick up a wheelchair bound passenger from a rural village green, with not a kerb in sight, as it can from a raised pavement or from the middle of a car park. Passengers having difficulty negotiating steps are benefitted equally by this system.

To mark the growth of interest in improved accessibility a conference and exhibition has been organised by DaRT which is intended to bring manufacturers, operators, transport planners and potential users together. Buses For All '95 will be held at Manchester G-Mex Centre on Friday 16 June. A large selection of lowfloor and accessible transport vehicles is promised for exhibit. For details of the event contact Andy Holt on 0171-482-2325.

It is clear that it is no longer a question of how we can introduce buses that are accessible to all, but when we are going to do so, and the biggest limiting factor is not will but funding. The financial squeeze is upon every section of the operating industry and while the Government is talking about making low floor buses the norm, it is doing nothing to make their purchase easier. Unless low floor buses can be bought for the same cost as conventional buses it will be difficult to convince commercial service providers that an economic justification for their purchase exists. Manufacturers recognise this and Wrights and Scania are set to unveil just such a vehicle within the coming weeks. And how long will it be before there are affordable low floor midibuses on sale too?

**By
Martin Cole.**

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Buses for all – Vehicle Preview

First Neoplan N4009s for MTL

The streets of Liverpool, which are already home to more low floor buses than any other British city other than London, are about to become the operating territory of a trio of Neoplan N4009 midibuses, supplied by SJ Carlton. They have been purchased by MTL the former local PTE operation which already operates 12 Neoplan N4016 low floor buses in conjunction with Merseytravel's SMART project.

The 4009s are the first of their type to be sold in Britain, although Neoplan has now built more than 2000 low floor buses worldwide, if its airport buses are included in the figures. These are among the smallest of Neoplan's low floor range, at the other extreme the company offers low floor double deckers.

Measuring 8950mm long and 2500mm wide, the N4009 has a wheelbase of 4250mm with a front overhang of 2400mm and a 2300mm rear overhang. MTL has specified a single front doorway with



Full destination displays are provided at the front and near-side with a route number facility at the rear.

an aperture of 1350mm. Incorporated beneath the doorway is a Bode type 3001 powered ramp which extends to provide passengers with an unhindered path between the kerb and the flat stepless front section of the saloon floor. There are two steps ahead of the rear axle in the area where most of the seats are located, but the bulk of the saloon is easily accessed by passengers in wheel-

chairs, for whom two ironing board type restraints and the necessary belts are provided, with one location on each side of the saloon. The specification calls for 18 fixed seats, four tip up seats and a 25 person standee capacity,

and is fully in line with the DiPTAC 1997 recommendations.

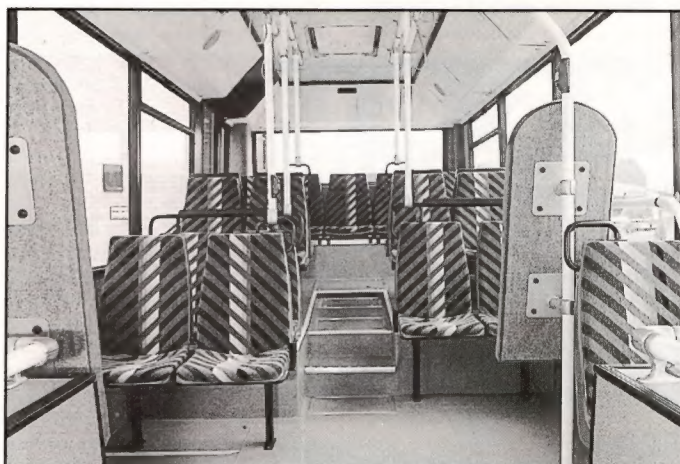
Neoplan offer a variety of engines and the MTL vehicles are equipped with MAN 0824 LOH units developing 155bhp. This drives through a Voith Midi-Mat BR gearbox. Neoplan's own low floor axle design is employed at the front while the drive axle is a ZF portal unit.

The gross vehicle weight is 8040kg with the front axle rated at 3240kg and the rear at 4800kg. The tyres used are 265/70 R 19.5s on 6.75x19.5 rims. Air suspension is fitted with a kneeling device on the front axle.

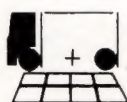
The buses are scheduled to enter service at the end of March and B&CB plans to publish further details of these low floor midibuses in the very near future.



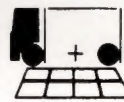
The N4009 features the familiar stepped window line of its larger stablemates.



The spacious interior of the N4009 provides two wheel-chair locations and up to 22 seats, with room for 25 standees.



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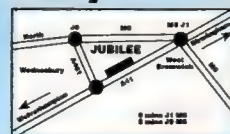
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Buses For All - Operator Focus

CARELINE

Operating for the less able in Birmingham

Many less physically able residents in the Birmingham area have been able to call upon forms of accessible transport for some time, and while public transport has not yet made strident moves to accommodate their needs, there is a high degree of provision from dedicated operations. This stems from a growth in operators using lift equipped vehicles, a substantial dial-a-ride service and operators concentrating on 'special needs' transport. Careline is one such operator offering a diverse range of service provision. It is owned by Colin Bentley, once a partner in former Tame Valley Coaches operation with Alan Hodnett, who is now managing Badgerline's Frontline Buses subsidiary.

Colin was looking to start a new enterprise in 1982 and was finding work with a single 20 seater and three self-drive hire vehicles. He received an approach from the St Dunstan's organisation, which caters for blind and disabled ex-service personnel, which required the transportation of residents in specially converted cars. Thus Careline came into being and as the requirement for more cars quickly grew, Colin believed that a lift equipped coach would offer a better or more suitable service.

Initial enquiries failed to locate such a vehicle and so Careline was forced into converting its own coach. A lift platform was installed as well as the necessary floor tracking to give a wheelchair clamping capability and suitable seating layouts. Since those days the company has installed lifts in 12 full sized coaches which have been owned by Careline plus a number of others for operators also requiring an accessible coach. The self-drive market was abandoned because the vehicles were regularly stolen and often involved in criminal activities.

Since there has been a



One of two lift equipped coaches in Careline's varied fleet of accessible vehicles.

steady move to using minibuses or minicoaches on special needs services, Careline has also offered an accessible vehicle conversion service. The company wanted such vehicles for its own purposes too, finding them more economic to build than to buy. Colin explained, 'It was really a simple matter of weighing up finance or interest charges. You look at what a van costs to buy and you compare it with the cost of a complete conversion. It made sense to me to only take finance on the base vehicle. The cost of putting in steps, flooring, trim and seating were much less and so

we were bearing that as a running cost while keeping finance charges down.'

Colin has done some conversions for other operators and is now offering a seat belt fitting service along with other engineering services. In the workshop at the time of B&CB's visit was a Bedford TK based horsebox that was having an extensive refurbishment carried out. A coachbuilding operation was required to re-construct the front end. The original cab had been replaced with a front from a Viceroy coach and the framing was in wood - now in poor condition, which was being totally

replaced with new oak rails. Such a project emphasises the skills available in Careline's workshops.

Engineering work from outside has tended to come in fits and starts for Careline and Colin says it is impossible to fully employ the skilled personnel that he has access to. He does, however, feel that an opportunity may soon exist where the company can rectify this by building some new conversions for re-sale. Such a move would provide an opportunity to ensure the retention of craftsmen and could present a viable, self supporting venture to expand the existing enterprise considerably.

As the business has developed and its services expanded, Careline has produced a brochure full of suggestions for outings or holidays suitable for less able people. The brochure is compiled from the company's experience of attending these venues over the years, or from personal visits. This first hand knowledge enables the company to tell potential customers whether a facility is as accessible as it claims. Colin said, 'An organisation such as ours is often contacted by a hotel, motorway service area or restaurant which is claiming accessibility. But not one gets into the brochure until they have been thoroughly checked.'

'We learned through some embarrassing experiences that they cannot always be taken at their word. For that reason we visit them and check the access ramps, door widths, toilets - anything that we know can raise a problem. Not only does this make the trip smoother it helps many of the passengers retain a higher degree of dignity because they can be so much more independent. This is very important to those with active minds and is the reason we don't use the term 'disabled' anywhere. We don't have 'ambulance' on the vehicles



Careline's premises in Hay Mills, Birmingham, require extensive protection against local vandals.



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Buses For All – Operator Focus

either. Some have the wheelchair logo to advertise that we are accessible, otherwise they look like ordinary coaches.

Careline has expanded to fit the local market and has become so geared towards running an accessible operation that ordinary private hires are not looked for. The vehicles cover special needs transport for schools, excursions, short holidays or tours and international holidays. The programme for 1995 has been expanded with a proportion of the work which was formerly undertaken by the Borough of Sandwell. Sandwell ran a number of custom built accessible Bova Futuras to provide accessible coach services but ran into financial problems. The operation has been scaled down now but in 1995 Careline will be making quite a number of trips to the Isle of Wight in their place.

Careline has found that the most daunting aspect of operating accessible vehicles is the bookings and reservations procedure. Because the

vehicles are designed to offer flexibility in seating arrangements, wheelchair places and capacity, many customers think that their bookings can be just as flexible. Angie Bentley, Colin's wife, deals with the bulk of the administration and has developed her own systems with which reservations can be made with the minimum allowance for error and requiring confirmations on all aspects of the booking. She said, 'Unless you tie some of these people and organisations down they will always do their best to stitch you up. Thank goodness they are not all like this and most customers we have developed a very good relationship with. But the difficult ones have forced us to resort to taping telephone bookings so we have some additional proof that we are providing what was ordered.'

Colin confirmed that often where a vehicle had been booked with a certain number of wheelchair spaces, on arrival at the pick-up point it was found that one or two more non-transferable wheel-



Careline has spent time in developing Vulcan's folding seats. Now adequate space for wheelchairs is provided by folding them away and there is no need to remove and store them.

chair passengers were expecting to board the vehicle. Organisers believed that because they had reduced the number of ambulant passengers in the group that this would not matter.

Careline went some way to be as flexible as possible but some organisers have a distinct lack of understanding on configuring vehicles. This was one factor which led

Colin to become very involved in the development of the folding coach seats that were pioneered by Vulcan Engineering. To offer coach seat strength and comfort yet still retain the ability to fold into a small space was the ideal goal. Colin sought the assistance of Blackpool Trim Shops in the project and between the three companies a system evolved which is extremely functional. Should additional wheelchair space be required, simply by folding a pair, or two pairs, of seats, a flat floor area can be revealed and the requisite tracking is already in place for securing the chairs.

Another advantage of using the system is that less forward planning on vehicle allocation is required. Drivers can very quickly adapt a saloon arrangement to suit the passengers. Removing conventionally mounted single or double seats is time consuming and presents a stowage problem. Colin even admits to having drivers that have been under so much pressure to change layouts

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Buses For All – Operator Focus

and to get on with the job that removed seats have been 'unintentionally' left on the pavement. He said, 'The system works very well now and the next thing will be to develop the idea for full sized seating so that the big coaches can be converted.'

Careline's booking system is also designed to keep track of the better customers and weed out the ones who provide little work. Any customer that does not make a booking in the space of 12 months is not sent a brochure for the following year. Should that customer later request a brochure but still make no booking for the year following the request, no further brochures will be sent. Colin said, 'We have to be strict about this because brochures are expensive and time consuming to put together. So many people order them - and we get nothing in return. So we decided not to be messed about and we place our expenditure on marketing more directly.'

'Of course, we have to develop new customers and



A pair of Mercedes Benz 609 DS which were converted in Careline's own workshops.

we are mail-shotting all warden-controlled homes or organisations within a reasonable area. We have sufficient range of transport to meet almost any of their requirements and we are flexible enough to be able to adapt to suit specific markets. Those customers that do use us regularly are offered the bonus of a free trip around Christmas time. It is greatly appreciated and maintains customer loyalty. While we keep our pricing policy intact

then this sort of goodwill gesture does not present a financial hazard.'

'The one thing we don't compromise on is price. It goes up every year without fail and we hold out for the rate. Wages keep rising and so does diesel, tyre prices and every other overhead. Those that maintain prices at fixed levels are not only spoiling the market for others, they are just kidding themselves that they can earn a living.'

The Careline fleet contains a small Fiat van, converted to carry a single wheelchair occupant, 16 and 24 seater minibuses, two conventional 53 seat Leyland Leopards and a pair of accessible Volvo Duple Caribbeans. The larger coaches are the only practical way of performing some of Careline's duties. Trips abroad can entail large sized parties but often this entails carrying bed-ridden passengers and specialist medical equipment as well. In cases where a large number of severely disabled passengers are aboard, Colin finds it sensible to pull a Load Luger trailer to ensure that ample room is available.

He said, 'Taking a trailer only costs another £60 on the crossing so it is worth it for the flexibility it offers. It means that bath hoists, electric wheelchairs and bidets can be carried without using up all the luggage space. Once at the destination, the trailer is dropped and we can tour or take trips knowing that all the essential equipment is installed at the hotel.'



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Buses For All – Operator Focus

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Wheelchair access is via a Ratcliff passenger lift positioned at the rear nearside of the coach. Both vehicles have rear mounted toilets, coffee machines and a TV/video installation. Curtains are another essential item. Colin explained, 'You must have curtains to provide privacy. In this type of work it is not uncommon that a passenger would need to have a catheter changed. In such circumstances anything that helps to maintain personal dignity is appreciated. We are having some screens made this year which will separate the toilet area from the main saloon. This is nec-

essary because some wheelchair passengers cannot get through the door of the cubicle, they have to be undressed, carried in, carried out and dressed again. So it makes sense to keep this as private as possible.'

One of the coaches is almost entirely utilised on contract to the Highclare School and carries the name as part of its livery. Every vehicle is also given a cherished registration of CIB, which refers to Careline in Birmingham, to consolidate fleet identity.

Colin believes that more and more operators will begin to turn towards accessible operation as demand is growing. He said, 'I don't see us ever really growing above ten vehicles in the next five to ten years because it is difficult to get the requisite staff. We train our own people and I have never yet advertised for a driver. They all come by word of mouth and so they are generally suitable material from the onset. And the level of work which we are

being passed by other operators has risen considerably.'

'For instance, if we get an enquiry for a trip with a mid-night departure from Blackpool, we say sorry, it is not our sort of work and pass it to someone who can do it. Similarly we get passed all the enquiries for coaches with lifts on. The volume of work we are being handed is rising and it will soon attract some of the others to investigate possibilities for themselves.'

'We enjoy doing what we are doing and wouldn't go back to conventional bus or coach operation at all. The drivers love it because they are always home quite early, they don't get abused or threatened because some passengers want to stay in a pub somewhere, and we get no vandalism whatever. We may have to do some cleaning up at times but that is much less serious.'

Careline's operation has expanded from obtaining regular and dependable work which has acted as a central core. The company has not

sought to tackle every aspect of the accessible transport market, but has steadily developed its own programmes which are tailored to meet the needs of the less able. The market is every bit as competitive when seeking bookings or new contracts but there is a more relaxed atmosphere about the work. Less able passengers cannot be rushed or hurried. Time is not of the 'essence' so those involved in the practical side are under far less pressure than those in administration. The operation of accessible transport reflects an altered balance where things are different - yet the same.

Colin has found an acceptable niche in the Hay Mills area of Birmingham but appears to be at a crossroads. Does he develop the services further, or look at producing lift-equipped vehicles? Perhaps both!

By Martin Cole.



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Buses For All – Lowfloor Development

THE DEVELOPMENT OF A LOWFLOOR BUS – VOLVO B10L

1995 Sir Henry Royce Memorial Lecture

The background to the development of a lowfloor bus, specifically Volvo's B10L, was offered as the subject for the annual lecture presented by the Sir Henry Royce Memorial Foundation. The lecture, supported by the Automobile Division of the Institute of Mechanical Engineers and delivered at its headquarters in London, was given by James McKnight, production director of Volvo Bus and formerly of Leyland Bus.

The speaker began by highlighting the last six years of rationalisation and new model development which Volvo has undergone. The latest in the line of new models to emerge has been the B10L, a genuine lowfloor vehicle designed to offer speedier passenger throughput and improved accessibility.

Mr McKnight said Volvo's first ever bus had appeared in 1928 based on a truck chassis, but the company saw and developed the needs of specific products with their own chassis and power units, beginning with the Volvo B1 in 1934. From that time, Volvo bus design was able to draw on specialised research.

This was further consolidated in 1968 when Volvo Bus Corporation was formed in Goteborg and later strengthened by the opening of dedicated chassis manufacturing plants at Borås, Sweden and in Curitiba, Brazil. A stream of coachbuilding acquisitions began in 1981 with the purchase of Saffle. Steyr Bus, Aabenraa and Drogmoller have since been added and Volvo also has a sizeable equity within Heuliez. Two of these bodybuilders, Saffle and Steyr, have played important roles in the development of the B10L.

Volvo perceived the lowfloor bus as having a sin-



Volvo's B10L prior to entering service with Mainline in Sheffield. The Saffle body design was built in the UK by Walter Alexander.

gle entrance step and a flat floor with no gangway steps. This, in theory, speeds up passenger handling and increases operational efficiency, while at the same time improving accessibility for wheelchair users, adults with children, shopping and pushchairs, the elderly and passengers with other mobility difficulties. Such vehicles had been under development in Europe since the early 1980s and by 1989 there were a number of two-axle lowfloor buses operating successfully in Central Europe.

Volvo then noted a growth in interest from Western European operators and, with the aid of market research, determined that a lowfloor bus product offered sufficient opportunity to open up a new segment of business to supplement existing product ranges.

The decision to begin work on the project was

taken in February 1992 and by July 1993 the first prototype had been completed, with the decision to proceed to production coming in the November of the same year. By January 1994 the first user trial had commenced, and by December 1994 the first production vehicles were taking shape at Borås.

Volvo has not been as quick as some manufacturers to get a lowfloor design onto the market. James McKnight claimed that one reason for this was that the project had become bogged down during protracted negotiations over a merger between Volvo and Renault. When this was finally dispelled it allowed Volvo Bus to focus on its core business, speeding the final stages of development and production preparation.

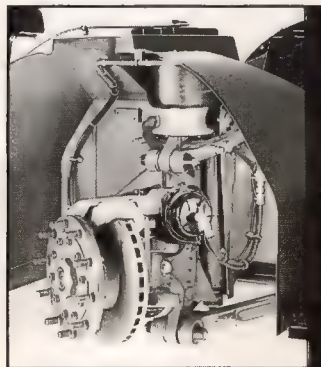
Having taken this decision, Volvo set about investigating the concept to determine which aspects of the new requirements could be achieved and still make good use of existing components where possible. A major area for attention was the front axle. Two ideas were considered for this, a single conventional style or a twin-wheel steer axle using 16 inch wheels. Of these the 22.5 inch wheel on single axles was an easier option, despite the need to repackage the design considerably to save space.

The main drawback from

the larger wheel is the amount of space required by the wheelbox and its intrusion into the gangway width. The twin-wheel steer axle promised far less intrusion but required an extended wheelbox area. While it was possible to place sideways facing seats over the wheelboxes it was recognised that the gangway became far more restricted when these seats were occupied. The additional cost of developing twin-wheel steer axles and the threat of higher wear rates from tyres and brakes, was thought to be prohibitive, adding to both initial and whole-life costs.

Once the larger wheel size had been chosen the development team at Leyland began work on the design but had to maintain as much standardisation as possible by using common components. Disc brakes were chosen as a way of saving valuable space. By putting discs on conventional buses it was then possible to benefit from performance data achieved in a working environment as well as on the test and development cycle.

It was necessary, however, to introduce a new independent front suspension which employed unequal length wishbones connected to a stub axle via a vertical kingpost. This allowed direct transfer of wheel load to a high pressure air spring, with rebound controlled by tele-



Volvo's individual front suspension showing the kingpost and uneven length wishbone arms.



James McKnight.

Buses For All - Lowfloor Development

scopic dampers. Rear suspension was provided by four axle mounted suspension beams with an air spring on each. Location and axle torque reaction was provided by two inclined lower radius rods and two upper parallel radius rods. Four dampers were used and an anti-roll bar enhanced roll performance. The suspension system was connected to an electro-pneumatic levelling system which controlled the ride height and all wheels were linked via ABS and anti-slip electronics.

The development of the chassis platform was carried out to cover two main objectives which were the provision of a two axle lowfloor bus and an articulated vehicle for continental applications. In both cases it was deemed that front and centre entrance steps should be a maximum height of 320mm and should kneel to 230mm at bus stops. Employing a mechanical driveline meant that two steps would be necessary at the rear door. As this is mainly an exit only, in



The Lowfloor saloon boasts a 950mm gangway width between the front wheels and a flat floor for most of the vehicle length.

Europe, or replaced by an emergency exit in the UK, the floor height is not of significant consequence but has been kept to 550mm, or 460mm when lowered.

Approach and departure angles of seven degrees were necessary to achieve the floor height and to maintain a 950mm gangway between the front wheelbox-

es. The widths at central and rear axle points had been kept to 550mm.

In order to maintain step heights ahead and behind the pivot point, without exceeding the eight percent floor slope limit, a specially designed turntable was required. Contained within the slimline unit are sophisticated electronics which form part of the elec-

tronic governing system. Its operation reacts to acceleration or braking or torsional forces, where sensors can de-fuel the engine should potentially dangerous cornering speeds be encountered. This prevents drivers becoming over-enthusiastic and offers passengers smoother journeys.

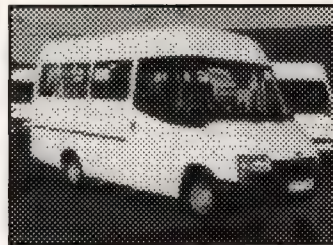
When the articulated unit is placed in reverse gear, the throttle opening is reduced at 20 degrees articulation. At 50 degrees the driver is given a warning and at 51 degrees the park brake is applied. Articulation beyond 53 degrees is prevented by mechanical stops.

Packaging the powertrain and driveline was a major challenge, said Mr McKnight, as the location of all items could have a dramatic effect on floor level at the rear. Volvo had decided to install its 9.6 litre THD103 engine with a choice of either ZF Ecomat or the upgraded Voith DIWA transmissions. The drive path is not central but runs parallel to the centre line of the vehicle and drives a portal rear axle.

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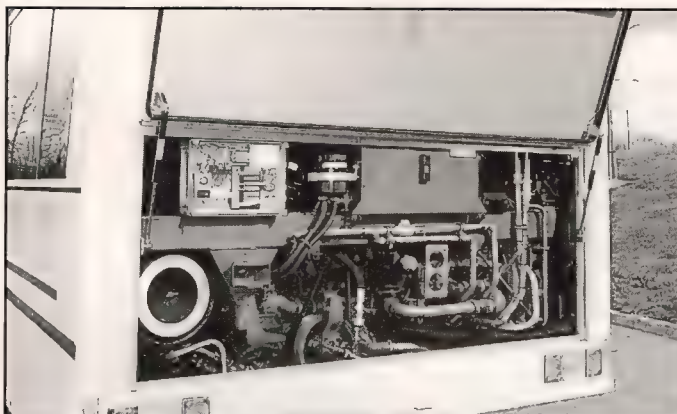
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Buses For All - Lowfloor Development

Engine cooling was satisfactorily achieved by mounting the radiator and the inter-cooler in the right-hand rear corner. Despite fears that overheating would occur, none has been experienced during testing or in customer evaluation trials. Although similar systems on other Volvos are common practice the compactness of the design meant that special attention to air flow was required.

Engine oil is located in a separate tank under the rear entrance steps - Volvo's THD103 having a dry sump. Fuel tanks form an area of controversy and so the chassis comes with either a 50 litre transportation tank only, or a temporarily mounted 250 litre item. Bodybuilders all seemed to have their own ideas on the best location, indicated James McKnight, and there were a number of options for siting tanks without compromising the low floor. Popular areas for the tanks had been the area ahead of the front wheelboxes and the area behind the articulated coupling. Here,



Some very tight engine servicing was required to shoe-horn the engine and transmission into such a small space.

moulded plastic tanks are shaped to accommodate seats.

Extensive testing on purpose built rigs and on accelerated durability trials at test tracks were called for to ensure the integrity of the structure. Significant discussions had been held with bodybuilders because their own ideas, methods or materials used in body construction presented an immensely variable list of options. Once

the durability tests had been concluded to Volvo's satisfaction the decision was taken to build four prototypes. These were built by the engineers at Leyland and bodied under production conditions at Steyr, Saffle and Berkhof (the only outside bodybuilder). One of the Saffle bodied examples was earmarked for the UK and has been successfully operating for Mainline in Sheffield.

Mr McKnight said there

would be a Compressed Natural Gas engine available as an option from late 1995. This would be the THG103, a 9.6 litre unit developing 185Kw. Other alternatives were under consideration from systems including battery only and combinations of liquid fuel and electric power.

He concluded by saying the B10L was a most welcome addition to Volvo's product range and would not suffer the confines of its stablemates. The B10L was, he claimed, acceptable to a much wider market and that from the project's costings and proposed productivity Volvo were expecting it to show 'very robust profitability'.

The Saffle bodied prototype vehicle continues to operate in Sheffield and Walter Alexander has announced its intention to offer a licence built version of the Saffle product to the UK market. The first order for this model has been placed by GRT Holdings which is taking three for its Northampton Citybus operation.

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Buses For All – Vehicle Focus

Omni Citizen triaxle

The Omni minibus design is recognised for its accessible qualities but has been restricted by its size from appealing to a wider market. To address this an extended three axle version was developed by one of the current company's predecessors, but after the delivery of some examples to Leicester City Council, five years ago, this was withdrawn from the market while efforts were concentrated on perfecting the two axle version. The model has now re-emerged and the first PSV specification vehicles have been delivered to Whippet Coaches of Fenstanton, near Cambridge. Whippet has acquired two new triaxles and a secondhand conventional Omni Citizen which are being used to provide commercial services on five local routes.

The new triaxles vary from the originals in that they are equipped with side entrances which have underfloor extending 'Powerpath' ramps. These, combined with the kneeling air suspension, which lowers the floor height to 210mm, allow the Omni to offer a shallow ten degree angle of ascent from ground level, or a straight stepless path from pavement level.

Because the Omni is front wheel drive there are no steps or ramps inside the saloon and the only intrusion is made by the rear wheel boxes. The area forward of the entrance door is lost to passenger accommodation but is not wasted because a



The three axle Omni is similar in appearance to the two axle Omni but has an additional window bay.

sizeable luggage pen is provided on top of the engine compartment. The layout also means that the driver is positioned very high up, which is fine for vision purposes, but it does make him/her a little remote from passengers and ticketing is not as simple as it might be.

The Powerpath ramp is deployed by a rack & pinion system which is powered by a DC electric motor operating a worm drive gearbox unit. This extends the platform to its full 1,370mm in 21 seconds and can complete the full extend and recovery cycle in 45 seconds. The surface of the ramp is covered in a non-slip material and it can maintain a safe weight limit of 250Kg. In the event of a power failure, the ramp has a manual retrieval system. Electricity is taken from the vehicle's 24 volt system which is supported by the engine driven 55 Amp alternator. A 65 Amp alternative is available where applications may dictate its use.

The Omni has an integral frame constructed from an all welded steel box section material and has been designed to meet EC R66 rollover requirements. Full air suspension is provided and a constant ride height is maintained via a levelling valve system. The nearside front and rear suspensions can be lowered from the driving position using an ECAS system manufactured by WABCO. All the Omni's exterior panel work is constructed

from GRP, offering light weight and corrosion resistance.

One of the major benefits of the three axle Omni's extended saloon is the additional seating capacity available. This increases from 15 seats plus two wheelchairs on a standard Citizen, to 21 seats plus two wheelchairs on the triaxle. Making use of the tip-up seats when no wheelchairs are on board stretches seating capacity to

24 seats. Standee passenger capacity is a further 14 if no wheelchairs are on board but reduces to nine once the bays are occupied.

The most easily accessed wheelchair bay is immediately opposite the entrance. The passenger simply faces the rear of the vehicle and reverses the chair against a pair of tip-up seats attached to the driver's bulkhead. A belt fixing can be used to secure the chair and a vertically stowed guard unit can be lowered to form a protective rail between the passenger and the central aisle. Extra security is provided by a short horizontal grab-rail, complete with a palm operated bell push, which is positioned on the saloon wall central to the bay.

The second bay is located behind the air operated jack knife entrance doors on the nearside of the saloon. Again, the chair can rest against a tip-up seat and be secured by a belt which is attached to the sidewall. Whippet specified lap and diagonal seat belts on all



A large luggage pen is placed forward of the entrance. This makes the best use of space which cannot be made available for seating.



A wheelchair bay is provided opposite the entrance. The passenger locates the chair against the tip up seats on the drivers bulkhead, facing the rear of the bus.

Buses For All - Vehicle Focus

remaining seats with the exception of the longitudinally positioned trebles which are situated over the wheelboxes. These are fitted with lap belts only. Soft grab-handles are also mounted on the back of gangway seats for the safety of passengers moving along the vehicle.

Window sizes are very generous in the Omni, making the interior very light and giving all passengers the opportunity of a good view. All saloon windows are gas-tight glazed.

All three of Whippet's Omni Citizens are equipped with ZF automatic transmissions although the new tri-axles have the ZF TA90 transaxle transmissions which is optional. Further options include a four speed ZF Manual gearbox or a Quaife six speed manual gearbox. The power unit options include Mazda's SL35T diesel engine which produces 101bhp with a maximum torque of 352 Nm, the non-turbocharged Mazda SL35 which produces some



Seen in use on a Friday on one of Whippet's stage services, the three axle Omnis are proving popular with passengers.

72bhp or the 60bhp Perkins 3L. The tri-axles were specified with the turbocharged SL35T power units.

Whippet operates its accessible services from Monday to Thursday and then integrates the buses into other work at weekends because their size makes it more economic than running larger buses. Since this became regular practice, passengers have become

aware that an accessible bus is available at certain times on these other routes and have taken advantage of it. The weekday routes link a large number of outlying villages with either Huntingdon or Cambridge and are mainly commercial enterprises, although some assistance has been forthcoming towards vehicle purchase from Cambridge County Council and from the Rural

Development Commission.

The new services began to operate in October 1994 and have been judged as a success by Whippet director John Lee. John said, 'Already we are regularly taking 20 wheelchair passengers on return journeys per week. That is more than was anticipated and highlights the need for such services in rural areas. The ease of access benefits a great many other people too, particularly laden shoppers, the elderly and the infirm.'

The successful development of these services over a short period of time has encouraged Whippet to continue examining accessible transport as a basis for widening its network. The passenger loadings are already making full use of the Omni's capacity and it may mean that even larger accessible buses have to be considered to meet demand.

**By
Martin Cole.**



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Powermatic option for PLS lifts

Passenger Lift Services has introduced a power-in power-out option for its underfloor passenger lift. The option means that manual stowage and deployment is no longer necessary and can be carried out at the touch of a button. The system costs £410 plus VAT.

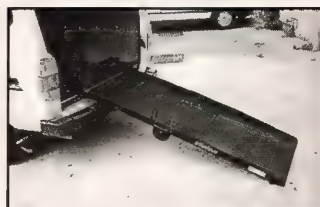
The operation is carried out using hydraulics, which PLS claim offers a number of advantages over conventional electrically operated systems. These are: an absence of micro-switches, ensuring the system is weather proof and unaffected by water ingress; and no possibility of electric motor burnout because the system features automatic fail-safe stops for both inward and outward operation. A manual override and auxiliary hand pump ensures operation should



Automatic deployment of the PLS is made simple with the addition of one rocker switch to the control pendant.

there be a vehicle power failure.

The complete unit weighs 145 Kg and has a lifting capacity of 300 Kg. It is suitable for rear or side mounting and can be supplied to suit both 12 and 24 volt electrical systems. Further Information can be obtained from Alan Ford, PLS Ltd. Telephone 0121-552-0660.



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Vision ramps

Rolac, the access ramp specialist which produces lightweight fold-away wheelchair ramps, has developed a new unit which assists the driver with rear views. The new Vision has been designed to fold so that it leaves a clear panel, level with the rear windows and does not restrict the driver's vision when reversing or manoeuvring. The alteration is claimed to be an aid to safety as well as providing cheap and effective accessibility. More information is available from Rolac on 061-429-8477.

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ALL MODELS 8 SEAT TAXIBUS FULL SPEC FROM £1,750

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94 LDV 400, coach body, power door, welfare bus, tail-lift etc, 2,000 miles 'under manufacturer's warranty, superb value for money, please call for details.....	£18,950 + VAT
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K REG DAF 400 HI TOP DIESEL, 17 seat luxury conversion.....	£12,900
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92 J FORD TRANSIT, SWB Petrol, 12 seater.....	£7,600
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90 G FORD TRANSIT, Petrol, 15 seater, 43k, 1 owner from new.....	£7,900
89 G TRANSIT, LWB diesel, 12 seater, 1 owner.....	£5,450
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89 F REG FREIGHT ROVER, 17 seater.....	£8,900
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SELECTION OF LDV 400

K Reg 16 seat minibuses conversions with coif

SELECTION OF G & H REG LEYLAND DAF 400 HI-TOP

Diesel, low mileage, available for 17 seat luxury conversion, with COIF
£9200-£9900

Available now

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All conversions are now fitted with the new Premier Classic high back luxury seating with built in headrests.



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TALBOT EXPRESS 1991, diesel, 13 seater, white.....	£9,450
FREIGHT ROVER 1988, diesel, 16 seater, new Crystals conversion.....	£8,950
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TALBOT EXPRESS 1985, diesel, 14 seater, white.....	£5,450
FORD TRANSIT 1984, diesel, 16 seater, white.....	£2,950
FORD TRANSIT 1984, diesel, O/D, 16 seater.....	£2,950
FORD TRANSIT SWEET 16 1984, diesel white.....	£2,950
FORD TRANSIT 1985, diesel, 16 seater white.....	£2,450
MERCEDES 210 1984, petrol 12 seater red, choice of 2.....	£1,950
FORD TRANSIT 1985, diesel, 16 seater, hi back seats.....	£1,950
MERCEDES 1983, diesel, 12 seater, white.....	£1,750
TALBOT EXPRESS 1985, diesel, 12 seater.....	£1,600

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High back moquette seats, full soft trim, plywood floor covered in lino, interior lights, saloon heater, rear speakers, quadvent, COF

One only Special price £17,450

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FORD TRANSIT 1988, diesel, blue.....	£3,950
FORD TRANSIT 1987 Petrol, white.....	£3,950
FREIGHT ROVER 1984, 16 seater, white.....	£1,950
FORD TRANSIT 1984 Petrol, 15 seater.....	£1,450
FORD TRANSIT 1981, diesel, O/D, 16 seater, white/red.....	£950
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1991 Mercedes 609D, 19 Vogel seats + courier, arm rests, luggage rack, large boot, exceptionally nice coach. £20,500

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Part Exchange Possible

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New model, 14/15 seats, high spec, seat belts

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IMMEDIATE DELIVERY

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luxury spec, last one on special offer,

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EARLY DELIVERY

MERCEDES 814, 33 seater executive

Part exchange available on all new vehicles.

Finance arranged subject to status.

USED VEHICLES

1990 H REG MERCEDES 811D, 21 vogel seats,

and courier, large boot

1990 G REG FORD TRANSIT, 16 seater, parcel

van conversion

1989 F REG RENAULT TRAFIC, 14 seater

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295/696/MB

FORD TRANSIT 1985 SERVICE
BUS, 16 seats + 5 standees, MoT
Dec '95, £2,250 + VAT ono. Tel:
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19 seater, MoT until Feb
28/96 very clean inside,
serviceable on the outside,
quick sale

£5,750 + VAT ono

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seater, taxed and tested. £1,500 +
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CARRIAGEWAYS

New Vehicles, all makes supplied
Agents for Autobus Classique

1990 H REG TOYOTA OPTIMO, 21 seater, red

interior, mechanics and body good, test

Sept. £25,950

1989 DAF 400 Diesel, 16 seater, factory

conversion, rear air suspension, seat belts

tested Oct '95. £6,950

1989 G REG MERCEDES 408D, 15 seater, test

Aug '95. £10,950

1988 F REG FREIGHT ROVER, 16 seater, luxury

Elme bodywork, power door, test Feb '96 £8750

86 D REG MERCEDES 608D, Coachcraft 21

seater, test Sept '95. £8950

1988 D REG FREIGHT ROVER, diesel, h/roof,

test March 1995, 14 seater. £2,950

1980 FORD R152 DUPLX, 35 seater, power door,

seats retrimmed or offers untrimmed. tested

Aug '95. £9950

16-20 SEATER FREIGHT ROVER BUSES

AVAILABLE, '86 vintage

NON PSV

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REBUILT, £1,000. FREIGHT
ROVER CARLISLE II, 20 seater,
£3,300. DORMOBILE, 20 seater, 1
yrs test, recon engine, new tyres,
£3,300. Reduced to £3,000 each.
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TOYOTA CAETANO H REG 1990

18 seat + table wired for TV,
Video, new diff, new injectors,
etc... White exterior, red
interior, immaculate
condition, 1 years MoT.

£24,500

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(Hampshire) 295/3915/TO

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SETRA — OCT 1986

Private plate S 215 HD, MoT November
'95, white, total respray Nov '94, interior
totally refurbished by S. Coast Trim Nov
'94, 49 recliner seats + courier, driver's
bunk, fitted with toilet, new drinks
machine/Frenzel water boiler Nov '94,
all Setra extras, Telma, immaculate

£56,595 + VAT

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295/3966/SE

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NEW SCANIA L113 SERVICE BUSES AVAILABLE SOON

NEW SCANIA K93 BERKHOFF, 55 R. seats

NEW SCANIA K93 VAN HOOL ALIZEE, 57 F. seats

NEW SCANIA K113 VAN HOOL ALIZEE, 49/53 R. seats

NEW SCANIA K113 CENTURY, 49 R. seats, air con

ALL
IN
STOCK

USED SCANIA

1993 L SCANIA K113 VAN HOOL ALIZEE, 49 recliners, centre sunken toilet, continental door, radio, P/A,

cassette

1992 J SCANIA K93 VAN HOOL ALIZEE, 55 recliners, radio, P/A cassette, due in soon

1991 H SCANIA K93 PLAXTON PARAMOUNT 3200, low driver, 53 recliners, double glazed, radio, P/A

cassette

1990 G SCANIA K93 VAN HOOL ALIZEE, 51 recliners, toilet, drinks machine, radio P/A, cassette

USED VOLVO

1989 F VOLVO B10M DUPLX 320, 57 seats, radio P/A cassette

1983 VOLVO B10M VAN HOOL ALIZEE, 46 recliners, toilet, servery unit

OTHER

1986 C DAF PLAXTON PARAMOUNT 3200, 55 fixed seats, radio, P/A, cassette

1983 TIGER VAN HOOL, 52 recliners, radio, P/A, cassette



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FAX: 0131-335 3158

295/722/SC

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H REG RENAULT MASTER, 16
seats, underfloor luggage space,
MoT till Sept '95. £8,500 + VAT.
Tel: 01502 716989. 2148/RE

VOLVO

1983 B10M JONCKHEERE P599,
50 retrimmed seats, wired
TV/video, toilet, Telma, new MoT
£32,000 ono + VAT. Tel: 01322
272977 anytime 295/3912/VO

1983 VOLVO B10M PLAXTON 3500

53 recliners, D/G, Webasto,
Telma, rear continental exit,
new Volvo exchange engine fitted
April '94, radio, cassette, PA,
MoT January '96

£32,000 + VAT ONO
KINGS COACHES

TEL: COLCHESTER

(01206) 210332 295/3975/VO

VOLVO JONCKHEERE, 51 seater,
excellent condition, TV, video, hot
drinks, toilet, curtains, retrimmed
and refloored 3 years ago, private
plate, 12 months MoT. £24,500
ono. Tel: 0203 396640. 295/3886/VO



1989 VOLVO B10MT Mk III

85/87 armchair reclining seats, Plaxton 4000.
TV/video/stereo, toilet, tables, cup holders,
glove nets double glazing, sun blinds, curtains,
carpets, all rubber flooring, Klix drinks and
fridge, air extractors, 3 crew seats, bunk, large
luggage lockers, maintained regardless of cost,
owned from new, exceptional condition, long
MoT, recent overhaul and new gearbox

£89,950 plus VAT ono
Quality part ex considered
Contact Geoff Flight,
Flights Coach Travel

0121 322 2222

VOLVO

1987 VOLVO B10M PLAXTON PARAMOUNT 3500

53/49 recliners, toilet, MoT
Nov '95, finished in white, very
clean vehicle, low mileage

£59,000 — VAT

Contact: Roy Palmer
Plymouth City Bus Ltd
(0752) 662271 295/3779/VO

1984 VOLVO B10M PARAMOUNT
3500 49 retrimmed recliners,
toilet, TV, video, hot drinks
machine, carpet, crew
compartment, private plate, VGC
throughout £38,500 + VAT Tel:
01924 458883 294/2167/VO

1988 VOLVO B10M PLAXTON PARAMOUNT 3200

53 recliners, courier seat,
exhaust break, wired for video,
12 months MoT

~~£57,950 + VAT~~

£56,950 + VAT

Wrays of Harrogate

(0423) 522466 or
(0423) 711037 (after hours) 295/2160/VO

1988 VOLVO B10M PLAXTON
PARAMOUNT 3500, 1 years MoT,
49 recliners, Telma, toilet, TV &
Video, hot drinks, aircraft lockers,
carpets and private plate, (good
condition inside and out)

£67,750 ono

1988 VOLVO B10M IKARUS BLUE
DANUBE 358, 9 months MoT, 49
recliners, Telma, toilet, TV &
Video, hot drinks and private plate
(recent retrim) £55,000 ono

Contact Steve 01206 824363
CEDRIC COACHES,
WIVENHOE, ESSEX 295/3819/VO

VOLVO

Volvo B10M Van Hool Alizee 1982
PP, 49 exec, MoT £25,000 + VAT
Tel: 0872 510511. 295/3963/VO

1983 VOLVO B10M DUPE LASER

recent retrim,
curtains, carpets,
excellent mechanical
condition, ready for work,
MoT Dec 1995

£21,500 + VAT
Tel: 051 263 0205
Mobile: 0831 124608 295/2189/VO

VOLVO B58, X reg, short MoT/
Tax, 50 recliners, toilet, Plaxton
Supreme IV, Dome power door,
tinted glass, very clean, engine
just rebuilt plus many other parts.
£10,500 ovno. Tel: 031 440 4400
(Office), 031 666 0857 (home)
(Edinburgh). 295/3980/VO

1988 VOLVO B10M PLAXTON PARAMOUNT 3500

Many extras inc Telma, video,
toilet etc, this vehicle is in
excellent condition and well
worth viewing

Offers around £62,500
Telephone 01934 750321 295/3869/VO

1987 VOLVO B10M PLAXTON
3200, 53 reclining seats, MoT till
Jan '96, Taxed, radio, PA, air door
Telma, good condition inside and
out £53,000 ono + VAT. Tel: 01373
836303, 0831 132014. 295/3874/VO

1984 B10M VAN HOOL

49 recliners, centre toilet and
continental door, TV, water
boiler, complete interior
retrim, MoT Jan '96

£42,500 + VAT

**Tel: 0286 675175/
677858** 295/3878/VO

1984 Volvo B10M Galaxy High
Line, 49 seater + toilet, TV video,
all white, 11 months MoT, £29,000.
John Broadhurst (01283) 704144
or (0860) 295986. 295/3967/VO

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for cash

29 — 35 seater coach

We envisage the coach we'll
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- PA — Power Door
- Aluminium panels
- MoT till mid-October

Vehicle should be available by late
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something first registered 1980-86.

Should be tidy; seats especially.
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PREME 5 OR 6, and B10M VAN-
HOOL SUPER HIGH, up to £45,000
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series coach, Tel or Fax 0742
882480 or 883806 (Anytime). 295/2184/WA

49 RECLINERS AND DRIVER AND
COURIER to suit Jonckheere Ber-
muda, must be in good condition
Tel: 01209 717152 295/2308/WA

UNCLASSIFIED

For Sale:

1988 E Reg Mercedes 609, MoT March
95, Radio, 24 High Back seats Power
Door & Destination gear
£12,500 or offers considered
1981 X Reg Bova Europe, 53, Reclining
Seats, Webasto, Radio/Cassette
£12,000

The following Leyland National
Mk1 vehicles are available
Price each £6,000 Discount on
Bulk Purchase
Tyres included

KJD 540P 44 Seats MoT March 95
OJD 867R 44 Seats MoT July 95
KSO 66P 40 Seats MoT July 95
Double Doors
THX 226S 44 Seats MoT April 95
FUG 322T 44 Seats MoT April 95 B
series
KDW 326P 44 Seats MoT Oct 95
THX 255S 44 Seats MoT Just
Expired

Ring 01495 229237
295/2187/UN

P.S.V. SEARCHLINE JOHN REES

1980 V REG FORD 1114 DUPE
DOMINANT EXPRESS, 53 seater,
average condition, MoT 11/95.....£2850
1979 T AEC 760 PLAXTON SUPREME,
12m, 57 seater, recent re-trim, MoT
7/95.....£7,250 ono
1976 and 79 LEYLAND NATIONALS, 44
and 36 seaters, 2 door entry, choice of 2.
prices range.....£3,500 to £4,500 ono

MINI MIDI SELECTION

1992 J MERC 609D AUTOBUS
CLASSIQUE, 21 seater, to coach spec,
fitted POD, A1 condition, MoT
12/95.....Quick Sale £27,250
1991 MERCEDES 609D, to stage
carriage spec, 19 seats + 7 standees,
MoT 5/95.....£18,350
1990 TOYOTA OPTIMO, 6 cylinder, 21
seater, no MoT, engines requires
attention, bodily and seating
good.....£13,500 ovno
1988 FIAT IVECO, high roof, 16 seater,
coachcraft conversion, full soft trim,
luggage racks etc, MoT 6/95. £5850 ono

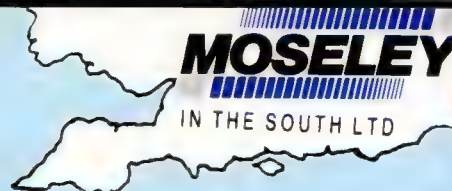
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1981 W LEYLAND TIGER 218,
semi-auto, Duple Dominant IV, 57
seats, repannelled, MoT Nov
'95.....£12,000
1985 B DENNIS DORCHESTER
PLAXTON PARAMOUNT 3500,
Gardner engine, Voith auto
gearbox, 55 recliners, MoT Nov
'95.....£23,000
1987 D LEYLAND ROYAL TIGER
DOYEN EXECUTIVE, 49 Vogel
recliners MoT, May '95.
immaculate.....£37,000
All vehicles subject to VAT

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Redundant and surplus vehicles
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VOLVO VAN HOOL BOVA TOYOTA OPTIMO

NEW: IMMEDIATE DELIVERY —

1990 DENNIS JAVELIN 12MTR PLAXTON 3200, 53 reclining seats, power
operated door. Interior — autumn tint; Exterior white/blue/yellow. MoT
January 1996

1989 BOVA FUTURA FHD, 51/55 reclining seats, demountable toilet,
continental door, driver's bunk, Webasto heating. Interior — red; Exterior —
white. MoT March 1995

1989 VOLVO B10M VAN HOOL ALIZEE H, 59 reclining seats, double glazed
side windows, TELMA retarder. Interior — autumn tint; Exterior — white.
MoT October 1995.

1989 SCANIA K113 JONCKHEERE DEAUVILLE, 49 reclining seats, centre
sunken toilet, double glazed side windows, wired for TV & video. Interior —
autumn tint; Exterior — white. MoT October 1995

1989 MAN JONCKHEERE DEAUVILLE, 49 reclining seats, centre sunken
toilet, continental door, driver's bunk, video & monitor, water boiler, double
glazed side windows, TELMA retarder. Interior - grey/red; Exterior
-white/maroon. MoT January 1996.

1989 TOYOTA OPTIMO, 21 seats, power operated door. Interior - red;
Exterior - white/green/red. MoT May 1995

1988 TOYOTA OPTIMO II, 19 seats, TV and video, water boiler. Interior —
red; Exterior — white. MoT December 1995

1988 DENNIS JAVELIN 12MTR PLAXTON 3200, 53 reclining seats, power
operated door. Interior — autumn tint; Exterior — white. MoT August 1995

1988 VOLVO B10M VAN HOOL ALIZEE H, 55 reclining seats. Interior —
autumn tint; Exterior — white/red. MoT February 1996

1987 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3200, 53 reclining seats,
power door. Interior — red; Exterior — white/blue. MoT February 1995

1987 NEOPLAN SKYLINER, MERCEDES ENGINE, MANUAL GEARBOX, 77
seats, toilet, fridge, water boiler. Interior — red; Exterior — white/orange
and yellow. MoT April 1995

1987 DAF DKFL PLAXTON PARAMOUNT 3500, 53 reclining seats, power
operated door, TELMA retarder. Interior - grey/maroon; Exterior —
white/red.

1987 VOLVO B10M PLAXTON PARAMOUNT 3200, 57 seats, power operated
door. Interior — autumn tint; Exterior — maroon/white. July 1995

1986 IVECO VIANA, 19 seats, power operated door. Interior — red and beige;
Exterior — white. MoT August 1995

1986 DAF SB 2300 PLAXTON PARAMOUNT 3200, 47 reclining seats, courier
seat, centre sunken toilet. Interior — red; Exterior — red/white. MoT August
1995

1986 (D) DAF SB PLAXTON PARAMOUNT 3200, 55 seats, power door,
curtains. Interior — autumn tint; Exterior — white/maroon. MoT November
1995

1986 VOLVO B9M PLAXTON PARAMOUNT 3200, 43 seats, power operated
door. Interior — autumn tint; Exterior orange/white. MoT December 1995

1983 VOLVO B10M DUPE LASER, 57 seats, power door, TELMA retarder.
Interior — green/grey; Exterior — white/yellow. MoT September 1995

1983 MERCEDES 0303, 53 reclining seats, air conditioning, courier seat.
Interior — red; Exterior — blue

1983 VOLVO B10M VAN HOOL ALIZEE H, 48 reclining seats, rear toilet,
continental door, servery. Interior — autumn tint; Exterior — white/beige.
MoT June 1995

1983 MAN SR280, 49 reclining seats, centre sunken toilet, continental door,
water boiler, wired for video. Interior — red; Exterior — red/white

1982 BOVA EUROPA, 49 seats, toilet, courier seat. Interior — blue; Exterior
— white, MoT November 1995

1979 AEC 12MTR DUPE DOMINANT II, 57 seats, Interior — red/grey;
Exterior — white/red, MoT February 1996

STOCKISTS OF VAN HOOL PARTS

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**Cornishway Industrial Estate,
Wellington Road, Taunton,
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R Reg LEYLAND ATLANTIAN AN68, EAST LANCS, 78 seats, tested April '95..... £3,000
R Reg LEYLAND NATIONAL, 49 seats, tested Sept '95..... £4,500
1980 PRIVATE PLATE VOLVO B58 PLAXTON VIEWMASTER, 57 seats, test out..... £8,000
LEYLAND LEOPARDS, DUPE EXPRESS, PLAXTON COACH, Willowbrook 003, dual purpose, ECW B51, NCME bus, 1975-83. Choice of 10

MINIBUSES

FORD TRANSIT 1985 C, 16 seater bus, power doors, diesel, short test..... £1,500
FREIGHT ROVER 1987 D, 16 seater bus, power doors, diesel, test Feb '96..... £3,000
MERCEDES 508D 1982 X, 19 coach seats, tested May '95

Ring for Details

**ALL PRICES + VAT
RING:**

**(01207) 280353 (W)
(01207) 570719 (H)**

295/3969/UN

COACHES FOR SALE

1992 (June) KASSBOHRER SETRA S215 HD 'Tornado', 49 recliners, centre sunken toilet, courier seat, retarder, bunk, hot water boiler, refrigerator, video/TV/pa, cassette, Webasto, all white, MoT 8 Dec '95..... £123,000
1991 (April) KASSBOHRER SETRA S215 HD 'Tornado', 49 recliners, centre sunken toilet, courier seat, retarder, bunk, hot water boiler, refrigerator, video/TV/pa/cassette, Webasto, recent recon engine, all white, MoT 30 Sept '95..... £112,000
1988 (April) VOLVO B10M Jonckheere Jubilee, 49 recliners, centre sunken toilet, courier seat, retarder, bunk, coffee machine, refrigerator, video/TV/pa/cassette, exterior blue, MoT 23 Mar '95 (will MoT and respray white if required)..... £64,750
1985 (June) MERCEDES 0303 Jonckheere P50, 51 recliners, centre sunken toilet, courier seat, retarder, bunk, coffee machine, refrigerator, video/TV/pa/cassette, all white, MoT 13 Feb '96..... £43,000
1983 (April) MERCEDES 0303, 53 seats, courier seat, air-conditioned, radio/pa/cassette, Webasto, exterior blue, MoT 11 Aug '95 (can respray white if required)..... £27,750

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1981 (W) BEDFORD YMT 500 DUPE DOMINANT II, 53 seats, power door

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D884 PYS 1987 BEDFORD YNV CAETANO, 53 seater, MoT till Nov '95, new factory recon engine, under warranty till July.....£19,000 + VAT
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VOLVO 1987 B10M Duple 320, 57 reclining seats, all white, MoT April 1995

VOLVO 1981 B58 Duple Dominant, 54 seats, rear saloon toilet, MoT July 1995

DENNIS 1989 Javelin 320 Duple, ZF Automatic, 51 rec. seats, saloon toilet to nearside rear, interior brown stripe moquette with relief to luggage racks, exterior white with red/yellow relief, MoT December 1995. (Additional seats to make 57)

MAN 1991 10-180 35 seat Caetano Algarve, fitted with 27 rec seats, courier seat, trimmed in brown, with saloon toilet to offside rear, servery offside rear with fridge/hot and cold water/sink/storage cupboard, 5 full sized tables and table lamps, full draw gold curtains, TV/Video, exterior all white, additional seats. MoT July 1995

LEYLAND 1989 Tiger 260 Duple 320, 61 seats, re-moquetted luxury coach, painted all white, MoT March 1996

LEYLAND 1989 Tiger Duple 320, 57 reclining seats, all white, MoT Dec 1995

LEYLAND 1988 Tiger Duple 340, 57 reclining seats, all white, MoT April 1995

LEYLAND 1982 Leopard Plaxton Supreme, 55 fixed seats, MoT April 1995

DAF 1983 MB230 LAG Galaxy, 49 recliners, crew seat, toilet, drinks, fridge, wired for TV/Video, MoT November '95

BEDFORD 1983 11M YNT Duple Dominant IV Express, 53 seat, brown/orange interior.

BEDFORD 1979 YMT Duple Dominant, 53 seats, MoT August 1995.

FORD 1982 Plaxton, 51 seat coach, MoT November 1995

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1990 LEYLAND DAF 400, High Roof, 16 seats, cloth trim, interior grey, exterior red, MoT 22/3/95

1989 (G) SANOS CHARISMA, MERCEDES V8 engine, 49 recliners, crew seat, centre sunken toilet, continental door, double glazing, water boiler, peage window, radio/tape/PA, curtains. Grey/red interior, exterior white/red/orange. MoT 23/7/95

1989 (F) DAF MB230 PLAXTON PARAMOUNT 3500, 51 recliners, rear sunken toilet, continental door, power door, radio/tape/PA, tinted windows, curtains. Interior grey/red, exterior cream/red/brown. MoT 29/11/95

1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, crew seat, centre sunken toilet, side window blinds, aircraft style rack locker doors, interior fawn/brown, exterior white, no signwriting, MoT 29/3/96

1988 VOLVO B10M VAN HOOL ALIZEE, 53 reclining seats, crew seat, double glazing, side window blinds, Telma retarder, radio/tape, fawn/brown interior, exterior metallic blue/white/gold, MoT 12/12/95

1988 (E) DAF MB230 DKFL CAETANO ALGARVE, 51 recliners, sunken toilet, rear continental door, crew seat, power door, peage window, radio/tape, drinks machine, tinted windows, ferry lift and kneeling suspension, wired for video. Interior grey/red, exterior white unsignwritten. MoT 11/5/95

1983 (PP) LEYLAND TIGER PLAXTON PARAMOUNT 3200, 53 seats, power door, radio/tape, grey/red moquette, formica side panels. Exterior white/blue/red.

1978 BRISTOL LHS PLAXTON SUPREME, 35 retrimmed seats, radio/tape, power door, red curtains, grey/red/orange moquette, grey/fawn floor, power steering, exterior cream/red/maroon, MoT 31/3/96

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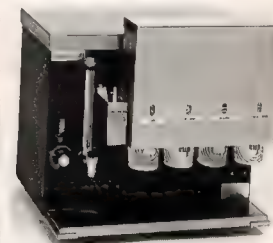
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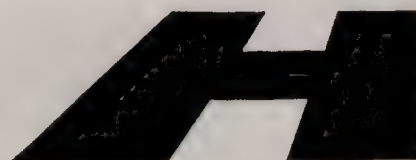
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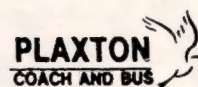
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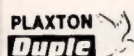
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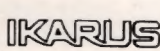
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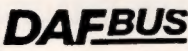
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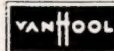
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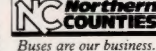
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